

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A vehicle-(1) comprising a passenger compartment having a steering wheel-(12) operated by the driver to steer the vehicle-(1); a central control unit-(13) which supervises operation of active components of the vehicle-(1), and modifies the operating parameters of the active components to modify the dynamic performance of the vehicle-(1); and a selection device-(15) which is located inside the passenger compartment of the vehicle-(1), and is operated by the driver to transmit a selected dynamic performance of the vehicle-(1) to the central control unit-(13); the vehicle-(1) is characterized in that the selection device-(15) comprises a switch-(16) fitted to the steering wheel-(12) of the vehicle-(1) and rotatable between at least four different positions-(A, B, C, D), each corresponding to a respective dynamic performance of the vehicle-(1); the switch-(16) can be rotated into a first position-(A) wherein the dynamic performance of the vehicle-(1) is set to drive on low-grip road surfaces, a second position-(B) wherein the dynamic performance of the vehicle-(1) is set to drive on low-grip road surfaces in sport driving mode, a third position-(C) wherein the dynamic performance of the vehicle-(1) is set to drive on firm-grip road surfaces in sport driving mode, and a fourth position (D) wherein the dynamic performance of the vehicle-(1) is set to drive in safe conditions in touring driving mode.
2. (Currently Amended) A vehicle-(1) as claimed in Claim 1, wherein the switch-(16) can be set to a fifth position-(E) wherein the dynamic performance of the vehicle-(1) is set to track racing mode.
3. (Currently Amended) A vehicle-(1) as claimed in Claim 2, and comprising electronic driver-aid devices which are disabled when the switch-(16) is set to the fifth position-(E).
4. (Currently Amended) A vehicle-(1) as claimed in Claim 2 or 3, wherein the switch-(16) can only be set to the fifth position-(E) from the third position-(C) by moving the switch-(16) linearly into a control position, from which the switch-(16) returns automatically into the third position-(C); the dynamic performance of the vehicle-(1) being set according to the angular position of the switch-(16) once the engine-(4) of the vehicle-(1) is turned off.

5. (Currently Amended) A vehicle-(1) as claimed in ~~one of Claims 1 to 4~~Claim 1, wherein, to modify the dynamic performance of the vehicle-(1), the central control unit-(13) acts on a servocontrol of a gearbox-(8), on an electronic control controlling the lock percentage of a self-locking differential-(9), on an electronic control controlling suspension response, on an electronic control controlling the stability of the vehicle-(1), and on an electronic control controlling drive and response of the engine-(4).

6. (Currently Amended) A vehicle-(1) as claimed in Claim 5, wherein, in the first position (A), the performance of the engine-(4), the servocontrol of the gearbox-(8), and the electronic control controlling the lock percentage of the self-locking differential-(9) are set for low-grip operation, while the electronic control controlling suspension response, and the electronic control controlling the stability of the vehicle-(1) are set for normal operation; in the second position-(B), the performance of the engine-(4), the electronic control controlling suspension response, and the electronic control controlling the lock percentage of the differential-(9) are set for normal operation, while the servocontrol of the gearbox-(8), and the electronic control controlling the stability of the vehicle-(1) are set for sport operation; in the third position-(C), the performance of the engine-(4), the electronic control controlling suspension response, the electronic control controlling the lock percentage, the servocontrol of the gearbox-(8), and the electronic control controlling the stability of the vehicle-(1) are set for sport operation; and, in the fourth position (D), the performance of the engine-(4), the electronic control controlling suspension response, the electronic control controlling the lock percentage, the servocontrol of the gearbox-(8), and the electronic control controlling the stability of the vehicle-(1) are set for normal operation.

7. (Currently Amended) A vehicle-(1) as claimed in ~~one of Claims 1 to 6~~Claim 1, wherein the steering wheel-(12) has a recessed seat-(18) housing the switch-(16).

8. (Currently Amended) A vehicle-(1) as claimed in Claim 7, wherein a cover-(19) is provided, and is hinged to the steering wheel-(12) to close the seat-(18) of the switch-(16).

9. (Currently Amended) A vehicle-(1) as claimed in ~~one of Claims 1 to 8~~Claim 1, wherein the switch-(16) is mounted to slide axially in opposition to elastic means, and is pressed by a user

to command performance by the central control unit-(13) of a racing-start procedure, if the vehicle-(1) is stationary when the switch-(16) is pressed.

10. (Currently Amended) A vehicle-(1) as claimed in Claim 9, wherein the switch-(16) may be rotated into a first position-(A) wherein the dynamic performance of the vehicle-(1) is set to drive on low-grip road surfaces, a second position-(B) wherein the dynamic performance of the vehicle-(1) is set to drive on low-grip road surfaces in sport driving mode, a third position-(C) wherein the dynamic performance of the vehicle-(1) is set to drive on normal-grip road surfaces in sport driving mode, and a fourth position-(D) wherein the dynamic performance of the vehicle-(1) is set to drive in safe conditions in touring driving mode; the racing-start procedure only being performed if, when the switch-(16) is pressed, the switch-(16) is in the second or third position-(B, C).

11. (Currently Amended) A vehicle-(1) comprising a passenger compartment having a steering wheel-(12) operated by the driver to steer the vehicle-(1); a central control unit-(13) which supervises operation of active components of the vehicle-(1), and modifies the operating parameters of the active components to modify the dynamic performance of the vehicle-(1); and a selection device-(15) which is located inside the passenger compartment of the vehicle-(1), and is operated by the driver to transmit a selected dynamic performance of the vehicle-(1) to the central control unit-(13); the vehicle-(1) is characterized in that the selection device-(15) comprises a switch-(16) fitted to the steering wheel-(12) of the vehicle-(1) and rotatable between at least four different positions-(A, B, C, D), each corresponding to a respective dynamic performance of the vehicle-(1); the switch-(16) is mounted to slide axially in opposition to elastic means, and is pressed by a user to command performance by the central control unit-(13) of a racing-start procedure, if the vehicle-(1) is stationary when the switch-(16) is pressed.

12. (Currently Amended) A vehicle-(1) as claimed in Claim 11, wherein the switch-(16) may be rotated into a first position-(A) wherein the dynamic performance of the vehicle-(1) is set to drive on low-grip road surfaces, a second position-(B) wherein the dynamic performance of the vehicle-(1) is set to drive on low-grip road surfaces in sport driving mode, a third position-(C) wherein the dynamic performance of the vehicle-(1) is set to drive on normal-grip road surfaces

in sport driving mode, and a fourth position-(~~D~~) wherein the dynamic performance of the vehicle (~~1~~) is set to drive in safe conditions in touring driving mode; the racing-start procedure only being performed if, when the switch-(~~16~~) is pressed, the switch-(~~16~~) is in the second or third position-(~~B, C~~).

13. (Currently Amended) A vehicle-(~~1~~) as claimed in Claim 12, wherein the steering wheel (~~12~~) has a recessed seat-(~~18~~) housing the switch-(~~16~~).

14. (Currently Amended) A vehicle-(~~1~~) as claimed in Claim 13, wherein a cover-(~~19~~) is provided, and is hinged to the steering wheel-(~~12~~) to close the seat-(~~18~~) of the switch-(~~16~~).